

Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Concentrated industrial uses Ruiz Commercial nodes Public transportation connections Diverse housing Montes de Oca Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Concentrated industrial uses Ruiz Commercial nodes Public transportation connections Diverse housing Montes de Oca Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus Concentrated industrial uses Ruiz Commercial nodes Public transportation connections Diverse housing Montes de Oca Rural Open space Slow pace Pioneer attitude Low density Water & natural resources Rivas Family values Multi-generational Cultural diversity Community Returning professionals Perez Historic Pride Independence Self-sufficient Unregulated Urban and county culture De la Garza Lack of regulation Growth concerns Great potential Apprehensive Losoya Greenbelts connecting rivers and creeks Preserve agriculture Town centers with mixed use Martinez East-west connections Texas A&M University campus

Roadway Hierarchy

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Appendix A ROADWAY HIERARCHY

The San Antonio area roadway system is comprised of the following classifications

- Freeways/Expressways
- Primary Arterials
- Secondary Arterials
- Collector Streets
- Local Access Streets

Freeways/Expressways

Thoroughfares such as IH 35, IH 37 and South Loop 410 are representative of freeway standards. The freeway system provides connections between urban sub-regions and connects urban and rural service areas with major urban activity centers. In addition to providing connections outside the city, freeways provide access to other freeways, primary arterials and some secondary arterials. Travel on freeways usually consists of long trips at high speeds. All intersections on freeways are grade separated and have limited access. The Texas Department of Transportation determines the right of way dimensions on all freeways within the City. The typical right-of-way width on freeway cross-sections require between 250 and 500 feet of right-of-way. The typical speed on freeways within the city is 55 miles per hour.

Super Arterials

Super arterials, such as the planned Kelly Parkway, are proposed to traverse the planning area. A super arterial is a partially controlled access arterial serving multiple activity centers while facilitating regional travel. A super arterial is characterized by grade separations at major intersections, curb and median access control, and traffic signal progression. Speeds on super arterials are typically 40-50 miles per hour. The typical cross-section of a super arterial is determined by the Texas Department of Transportation and requires a right-of-way width between 120-250 feet. Wurzbach Parkway and the planned Kelly Parkway are also unique in their enhanced design treatments, including landscaping features, decorative pavers and unique lighting fixtures.

Primary Arterials

Thoroughfares such as SH 16 and SH 281 located within the planning area are examples of primary arterials. Primary arterials serve the major centers of activity within urbanized areas. They provide secondary connections outside the city and complement the freeway system in major or high volume corridors. Primary arterials provide access to freeways, other primary arterials and high volume collectors. Travel on primary arterials consists of medium to long distance trips at high to moderate speeds within the urban area. The typical cross-section of a primary arterial requires 120 feet of right-of-way to accommodate six moving lanes. The right-of-way will accommodate bicycle lanes, sidewalks and a median divider to improve traffic safety and mobility. Speed on primary arterials is typically 40 miles per hour. The average daily traffic typically ranges from 15,000 to 60,000 vehicles per day.

Secondary Arterials

Major thoroughfares located within the study area, such as Applewhite Road, Zarzamora Street, and Pleasanton Road, are examples of secondary arterials. The secondary arterial street system interconnects and supplements the primary street system. The secondary street system places more emphasis on land accessibility than the primary street system and offers lower traffic mobility. The speed on secondary arterials is typically 35 miles per hour.

The average daily traffic on secondary arterials typically ranges from 5,000 to 30,000 vehicles per day. The typical cross-section of a secondary arterial requires a minimum right-of-way width of 86 feet to accommodate four travel lanes. The right-of-way will also accommodate bike lanes, sidewalks and median dividers to improve traffic safety and mobility.

Primary and Secondary Arterials – Type B

Type “B” arterials generally exist within developed areas inside Loop 410, with right-of-way limitations. Type “B” roadways are existing roadway units where physical constraints prevent the acquisition of Type “A” arterial standard right of way requirements. Despite right-of-way limitations, the intent of the Type “B” arterial is to serve the same function as standard primary and secondary arterials. Generally, Primary Type B arterials require between 70-120 feet of right-of-way. Secondary Type B arterials require between 70-86 feet of right-of-way.

Collectors

The collector street system provides both land access and traffic circulation within residential neighborhoods, commercial and industrial areas. Unlike, the arterial system, the collector street penetrates neighborhoods and distributes trips to their destinations from the arterial street system. From local streets in residential neighborhoods, collector streets collect traffic and channel it into the arterial system. The speed on a collector street is typically 30 miles per hour, and 70 feet of right-of-way is required to accommodate two to four travel lanes.

Local Streets

Local streets are primarily residential streets that allow direct access to residences, businesses and abutting properties. Local streets are not designed for through traffic. The traffic generated by the adjacent land uses is primarily short trips or relatively small parts of longer trips where the local road connects to roadways of higher classifications. Local streets typically maintain a speed of 30 miles per hour and offer the lowest level of mobility. The average daily traffic is typically less than 1,000 vehicles. A minimum of 50 feet of right-of-way is required on local streets and such streets typically contain two travel lanes with sidewalks on one or both sides.

Appendix B CAPITAL IMPROVEMENT PROJECTS

IMPROVEMENT NAME	SCOPE	COST	TARGET DATE
WATSON ROAD			
@ SH 16, and SH 16 to Applewhite Rd	Acquire necessary right of way to realign and reconstruct at-grade, signalized intersection @ SH 16. Acquire necessary right of way and reconstruct Watson Road as a four lane, divided roadway with turn lanes	\$4,250,000	When NEPA clearance obtained, ROW acquired, PS&E are completed (2004).
IH Loop 410			
@ Zarzamora St	Acquire necessary right of way and reconstruct grade-separated interchange. Include turnarounds and accommodate three and four lanes at all approaches. The approximate right-of-way required for this project is 1.5 acres.	\$12,006,000	2006
@ SH 16	Construct west turnaround under Loop 410.	\$145,000	2004
LOOP 1604			
@ SH 16	Construct eastbound exit from Loop 1604 to SH 16 and westbound Loop 1604 entrance from SH 16.	\$1,650,000	2005
@ Applewhite Rd	Reconstruct at-grade intersection to improve sight distance and install signals.	\$2,206,000	2007
IH 35 to IH 37	Construct sections of passing lanes to improve quality of flow along Loop 1604	\$3,515,000	2006
KELLY PARKWAY			
SH 16 to US 90	Recommended alignment has been identified and Environmental Impact Statement (EIS) is being developed. (9 miles)	\$300,000,000	2008
ZARZAMORA ST			
IH Loop 410 to Applewhite Rd	Acquire necessary right-of-way and reconstruct	\$7,100,000	2005
APPLEWHITE ROAD			
Zarzamora St to Watson Rd	Acquire necessary right-of-way and reconstruct	\$6,200,000	2005
Watson Rd to IH Loop 1604	Acquire necessary right-of-way and reconstruct	\$12,800,000	2005

Appendix C MAJOR THOROUGHFARE PLANNING

History of Major Thoroughfare Planning In San Antonio

Comprehensive planning in San Antonio began with the 1933 San Antonio Master Plan, developed by Harland Bartholomew and Associates of St. Louis, Missouri.

Following the 1933 plan, in 1951, Walter H. Lilly Consultants prepared a second comprehensive plan for the city. The 1951 plan also included a major road plan element. In addition to local roadway planning efforts, the 1950s resulted in federal intervention into transportation planning within the region, and the beginning of the interstate highway network.

Significant revisions to the Major Thoroughfare Plan component of the city's 1951 master plan occurred in 1957 and again in 1974. The city's current Major Thoroughfare Plan, an update and revision of the 1974 Short Range Major Thoroughfare Plan, was adopted on September 21, 1978 by ordinance number 49818.

The 1978 Major Thoroughfare Plan is divided into two separate components: (1) the Plan narrative that describes the basic Plan element and delineates the Plan's roadway standards; and (2) the Major Thoroughfare Plan Map which illustrates and depicts the functional and dimensional designations and alignments of each major thoroughfare within the San Antonio geographic planning area.

The Major Thoroughfare Plan map has been reviewed, updated and amended since its adoption. The majority of amendments to the plan between the late 1980s and early 1990s were designations and additions of new major thoroughfares on the far north and west sides of the planning area, from FM Loop 1604 outward to the Kendall, Comal, Guadalupe and the Medina County lines.

Noteworthy additions to the plan during the decades were State Highways 151 and 211 located in far west Bexar County; the addition of the Wurzbach Parkway, located between Loop 410 and FM 1604, in the north-central area of the city; the designation of the Southside mini-loop, a continuous connecting loop of streets comprised of Howard, Watson and Blue Wing Roads, which impacted a large sector of southern Bexar County; and a number of arterials added within the far northwest area of the city, particularly within the vicinity of Sea World of Texas.

In addition to roadway designations and amendments to the MTP within the suburban and outer areas of the planning area, the central business district major thoroughfare network was reviewed, modified and amended in 1991.

Regional Corridor Plan

On May 19, 2003, the Transportation Planning Steering Committee of the San Antonio-Bexar County Metropolitan Planning Organization approved a completed Regional Corridor Plan Study sponsored by the San Antonio-Bexar County Metropolitan Planning Organization. The Regional Corridor Plan was a collaborative effort between the staffs of the Alamo Area Council of Governments, the City of San Antonio, Bexar County, VIA Metropolitan Transit Authority, the Texas Department of Transportation, and the San Antonio-Bexar County Metropolitan Planning Organization. The purpose of the study was to undertake research and to develop information that could be used to update and modify the City of San Antonio Major Thoroughfare Plan and the transportation standards contained in the Unified Development Code.

The specific components of the Regional Corridor Plan Study included (1) the development of a regional major thoroughfare plan network, resulting from an analysis of future traffic capacity, roadway function, environmental issues, existing and planned neighborhoods and anticipated land uses in the region; (2) testing different access management techniques via a detailed traffic analysis of a number of major travel corridors in the San Antonio region; and (3) presenting recommendations on corridor preservation. A series of stakeholder meetings were held to gather public comment and input on each of these components.

Purpose of Major Thoroughfare Planning

Major thoroughfare planning is a process to assure development of the most efficient and appropriate street system necessary to meet existing and future travel needs. The San Antonio Major Thoroughfare Plan establishes a long-range guide for the designation and location of major arterials. The primary objective of the Plan is to ensure that adequate right-of-ways are preserved on appropriate alignments and of sufficient widths to allow for the orderly and efficient expansion and improvement of the thoroughfare system as new development occurs.

Proposed alignments are shown on a map for planned new roadways and existing roadway widening and extensions. However actual or engineered alignments may vary depending upon the design and layout of development, and necessary amendments to and refinement of the MTP. Major Thoroughfare Planning is interrelated with other components of the comprehensive plan, including land use, neighborhood and economic development issues, the environment and natural resources, public utilities, etc.

Thoroughfare Spacing and Traffic Circulation

Each street within the study area fits into an overall network of streets. The basic goal of transportation planning is to coordinate the location and spacing of each street in an orderly pattern based upon identified functions. Spacing criteria is important as a means of establishing ease of movement through the area by minimizing major intersection points. At one end of the network hierarchy, major arterials are intended to move cross-town traffic and connect the activity centers such as the downtown area, South Park Mall, Brooks City-Base, Kelly-USA, and other significant trip generators.

In an urbanized area, arterial street spacing is generally one mile apart although it is recognized that existing development patterns may dictate that these locations be at a greater or lesser distance. Collector streets are intended to move traffic from the local residential streets to the arterial system. The collector street system is generally a half-mile apart, and provides access to neighborhood activities such as churches elementary schools and neighborhood parks. At the opposite end of the street network hierarchy are local residential streets, which provide direct access to residences.

In most cases, it is preferred that residential streets intersect with the collector street and not the arterial system. An ideal network funnels traffic from a residence on a local street to a neighborhood collector street. The collector street then intersects with an arterial street, finally directing the traffic to the major activity centers of the city. This criteria establishes a pattern in which streets with higher traffic volumes are located at a greater distance intervals from a parallel street of the same or higher functional classification.

EXISTING THOROUGHFARES

Interstate Highways	Direction	Service Area	
IH 35	North/South	Traverses western perimeter of study area. Services destinations south to Mexico, and north to Austin, Dallas and Canadian border. Majority of land located on both sides of the interstate within the study area is currently undeveloped.	
IH 37	North/South	south to Corpus Christi and Mexico border. Majority of land located on both sides of the interstate within the area is currently undeveloped.	
Interstate Loop 410	East/West	Borders northern boundary of study area. Encircles entire city and is principal east/west facility within study area. While sparse or sporadic development is located on the north side of Loop 410, the majority of land located on the south side of the road	
North/South Major Arterials	MTP Classification	Planned ROW	Roadway Type
Somerset Road (FM 2790)	Secondary Type A	86'	State Farm-to- Market road to Somerset (inc. city)
SH 16 (Palo Alto Road)	Primary Type A	120'	State Highway
Zarzamora Street	Secondary Type A	86'	County roadway connecting South Loop 410 to SH 1
Applewhite Road	Secondary Type A	86'	County roadway
Pleasanton Road	Secondary Type A	86'	City/County roadway
Roosevelt Avenue	Primary Type A	120'	State roadway
FM 1937	Secondary Type A	86'	State Farm-to-Market roadway
SH 281 South	Primary Type A	120'	State Highway
East/West Major Arterials	MTP Classification	Planned ROW	Roadway Type
Watson Road	Secondary Type A	86'	County Road
Blue Wing Road	Secondary Type A	86'	County Road
Southton Road	Secondary Type A	86'	County Road
Howard Road	Secondary Type A	86'	County Road

Appendix D GLOSSARY

AACOG – Alamo Area Council of Governments.

Accessory building – A building subordinate to the use of the primary building located on the same lot, such as a detached garage, out-building, or storage building.

ADA – American with Disabilities Act

Access management - a plan showing the design of access, or the vehicular approach, for lots on a road segment, often developed jointly by the state, county, and local governments.

Accessory Dwelling Unit – A dwelling unit that is accessory, supplementary, and secondary to the principal dwelling unit that may be constructed as an addition to the principal structure or as an accessory to the principal structure.

Adaptive reuse – The development of a new use for an older building or for a building originally designed for a specific purpose.

Alley – A road primarily used to access the rear of residences and businesses, not designed for general traffic.

Amortization – As related to zoning, a method of eliminating nonconforming uses by requiring the termination of the nonconforming use after a specified time period.

Annexation – the procedure by which additional territory, usually previously unincorporated, is added to an existing municipality and becomes a part of it.

Annual Improvement Project Report (AIRP) – An annual report prepared by the Planning Department in coordination with the Housing and Neighborhood Action Team (HNAT) that details the capital and operating needs identified in neighborhood and community plans.

Archaic Period – The hunting and gathering, pre-agricultural Native American cultures that began after the Paleoindian Period and lasted until Historic times.

Arterial Street – A route used primarily for the movement of traffic, which may be both local and non-local in nature. Several classifications include:

Primary Arterial – A major thoroughfare, with limited at-grade access, which expands and links to the expressway system and is designed primarily for the movement of through traffic between activity centers of medium intensity.

Secondary Arterial – A major thoroughfare, with limited at-grade access which supports the primary arterial system by providing essential system linkages to expressways, primary arterials, and activity centers of medium intensity.

Also see expressway, collector street, local access street, alley

At-Grade Crossing – The general area where two or more roadways, railways, and/or pathways join or cross. For example, an at-grade railroad crossing has a street going across the railroad tracks.

Bicycle Lane – A portion of the roadway that has been designated for preferential or exclusive use by bicycles, usually by striping, signing and/or pavement markings.

Bicycle Path – A designated paved travelway intended for bicycle use, to the exclusion of routine motor vehicle use.

Bicycle Trail – A bicycle facility designed to accommodate bicycle travel on unpaved roads and trails.

Board of Adjustment (BOA) – A quasi-judicial appellate body responsible for holding hearings and making decisions on special exemptions to the zoning requirements of the Unified Development Code and the Sign Ordinance. In specific cases authorizes variances to the UDC where hardship is not solely financial and will not be contrary to the public interest. Appeals to the board's decisions can be made to district court. The Board has eleven members and 4 alternates appointed by City Council for two-year terms. Meets the 1st and 3rd Mondays of each month at 1:30 PM in Development Business Service Center.

Bollard – A post or similar obstruction that prevents the passage of vehicles. The spacing of bollards usually allows the passage of bicycles and pedestrians. Bollards may incorporate lighting.

Buffer – A strip of land that physically and/or visually separates two land uses, especially if the uses are incompatible, or to shield or block noise, lights or other nuisances. This can include fences and berms as well as shrubbery and trees.

Buffer Yard – A unit of yard together with enough planting to eliminate or minimize potential negative impacts such as dirt, litter, noise, glare of lights, signs and unsightly buildings between different land use intensity classes.

Building coverage – The percentage of the lot area covered by the building area.

Southside Initiative Community Plan

Bus stop bulb – A portion of the sidewalk that extends out to the lane of traffic at a bus stop providing wider sidewalk space and more room for waiting bus passengers and street furniture. This provides a minimum loss of on-street parking by allowing buses to pick up and drop off passengers while stopped in the traffic lane next to the bulb. Buses do not have to re-enter the flow of traffic, thus saving valuable transit time.

Bus only lanes – Curb lane segments on high-volume arterials that are dedicated exclusively to buses and other high-occupancy vehicles in order to help the speed and reliability of buses.

Bus pullout/turnout – A section of pavement at a bus stop that allows buses to leave the flow of traffic while stopped to load and unload passengers.

Bus zone landing pad – A paved area between the sidewalk and the curb for bus riders to board and disembark without having to step in the grass or mud in the planting strip. Especially useful for riders in wheelchairs or with strollers.

Census tract – Small areas into which large cities and adjacent areas have been divided for statistical purposes. Each census tract is based upon an average population of four thousand people.

Charrette – Is a brainstorming exercise that results in a quick visual presentation of the generated ideas.

Chicane – A set of three landscaped curb bulbs that extend out into the street in order to narrow the road and force motorists to decrease vehicle speed. Also known as deviations, serpentine, reversing curves and twists.

Choker – A set of two curb bulbs that extend out into the street that narrows the road and causes motorists to slow their speed. Can be located at the intersection or in mid-block. Also known as pinch points, constrictions, mid-block narrowings and mid-block yield points. Similar to curb bulbs.

CIP—Capital Improvements Program. The list of recommended capital improvements to be constructed in the forthcoming five-year period.

Cluster development – A design technique that concentrates buildings in specific areas on the site to allow the remaining land to be used for recreation, common open space, and/or preservation of environmentally sensitive features.

Collector street – A street that carries traffic from minor streets to the major system of arterial streets and highways.

Community Development Block Grant (CDBG) – Federal entitlement funds that provide housing programs, street and drainage reconstruction, parks, neighbor-

hood facilities, and other public services to directly benefit low and moderate income communities. The funds are administered by the City's Housing and Community Development Department in compliance with the U.S. Department of Housing and Urban Development regulatory and policy requirements.

Community Facilities – Services or conveniences provided for or available to a community. Examples include parks, libraries, fire/police stations, etc.

Conservation District – See Neighborhood Conservation District.

Conservation Easement – A non-possesory interest of a holder in real property that imposes limitations or affirmative obligations designed to 1) retain or protect natural, scenic, or open space values of real property or assure its availability for agricultural, forest, recreational, or open space use; 2) protect natural resources; 3) maintain or enhance air or water quality; or 4) Preserve the historical, architectural, archeological, or cultural aspects or real property.

COP – Cellular On Patrol. A program that prepares neighborhood residents to be the “eyes and ears” of the police and promote cooperation between residents and the city agencies that exist to serve them.

COSA – City of San Antonio

CPS – City Public Service. San Antonio's municipal utility service provider.

Crosswalk – The marked or unmarked portion of the roadway designated for pedestrians to cross the street.

Curb bulb – An extension of the curb line into the roadway. This improves pedestrian crossings by providing better visibility between motorists and pedestrians, shortening the crossing distance, and reducing the time that pedestrians are in the street. They also prevent vehicles from parking in a crosswalk and may encourage motorists to drive more slowly. Intersections may have full or half-corner curb bulbs. Also known as flares.

Curb cut – An opening in the curb where vehicles may enter or leave the roadway. Where there is no curb, the point at which the driveway meets the roadway pavement is considered the curb cut.

Curb radius – Refers to the degree of curvature of the curb at a corner. Other conditions being equal, a large curb radius allows right-turning vehicles to turn more quickly than a small curb radius. A reduced curb radius shortens the pedestrian crossing distance, improves visibility between pedestrians and motorists, reduces the speed at which motorists can turn, and may add parking spaces to the street.

Curb ramp – The area of the sidewalk, usually at the intersection, that allows easy access/transition for wheelchairs, strollers, and other wheeled equipment, between the sidewalk and the street.

Demolition – The complete or partial removal of a structure from a site.

Density – An objective measure of the number of people or residential units allowed per unit of land, such as employees or residents per acre.

Design Standards – An objective framework of design criteria within which physical planning can take place. Standards may be applied to the design or rehabilitation of residential or non-residential structures or sites to help maintain the overall character of a neighborhood or district. Generally, character-defining elements such as front porches, roof slopes, massing, etc. are emphasized in residential standards, while setbacks, canopies, lot size and signage may be emphasized in non-residential standards.

Development – Any man-made change in improved and unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation, drilling operations or storage of equipment or materials.

Downzoning – The reduction of the intensity of a zoning district through a formal zone change process.

Drainage swale – A shallow, grassy drainage channel that accommodates surface water runoff, treating the runoff as it passes through the channel by catching sediments. Used on streets without curbs and gutters. Can be planted with wildflowers or perennials.

Duplex – A building used exclusively for residential purposes containing two dwelling units.

Dwelling – A building or portion of a building designed exclusively for residential occupancy, but not including motels and hotels.

Dwelling Unit – A building or portion of a building designed exclusively for residential occupancy by one family and provided with sanitation and cooking facilities.

Easement – A grant of one or more of the property rights by the property owner to and/or for the use by the public, a corporation, or another person or entity.

Economic Base – The foundation on which a neighborhood relies for economic sustainability.

Economic Development – Describes the process by which the functioning of economic markets is improved. Economic development may include equipping residents with the skills and resources to enable them to take advantage of the new market opportunities.

Effective sidewalk width – The width of the sidewalk area available for walking or wheelchair travel, unobstructed by street furniture, telephone poles or other impediments.

Egress – A means of exit.

Eminent domain – The authority of a government to take, or authorize the taking of, private property for public use. The Fifth Amendment to the U.S. Constitution requires just compensation for any taking and prohibits the taking of private property for private use unless declared blighted.

Expressway – A limited access, normally grade-separated, thoroughfare designed for the movement of large volumes of vehicular traffic operating at high speeds for long distances, connecting principal or regional activity centers.

Extraterritorial Jurisdiction (ETJ) – The unincorporated area generally within five miles of the San Antonio City Limits. Within the ETJ, the City may regulate the subdivision of land and the formation of special districts, such as Municipal Utility Districts.

Façade – the exterior wall of a building exposed to public view.

Family – (as defined by the Census Bureau) A group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family. Beginning with the 1980 Current Population Survey, unrelated subfamilies (referred to in the past as secondary families) are no longer included in the count of families, nor are the members of unrelated subfamilies included in the count of family members. The number of families is equal to the number of family households, however, the count of family members differs from the count of family household members because family household members include any non-relatives living in the household.

Family Households – (as defined by the Census Bureau) A household maintained by a householder who is in a family, and includes any unrelated people (unrelated subfamily members and/or secondary individuals) who may be residing there. The number of family households is equal to the number of families. The count of family household members differs from the count of family members, however, in that the family household members include all people living in the household, whereas family members include only the householder and his/her relatives.

Flood plain – Any land area susceptible to being inundated by water from any source. This includes the channel and the relatively flat area adjoining the channel of a natural stream or river which has been or may be covered by floodwater.

Southside Initiative Community Plan

Frontage – That distance where a property line is common with a street right of way line.

Full street closure – A physical barrier that closes the street to motor vehicles. Usually landscaped, a full closure can be build to allow passage of pedestrians, bicycles and wheel chairs.

Gateway – A physical threshold that mark one's arrival or departure from a place.

Goal—An ideal future end, condition or state related to the public health, safety or general welfare toward which planning and planning implementation measures are directed.

Grade-separated crossing – An interchange between roadways, railways, or pathways, that provides for the movement of traffic on different levels.

Historic preservation - The protection, rehabilitation and restoration of districts, sites, buildings, structures, and artifacts significant in history, architecture, archeology, or culture. This includes managing, stabilizing, and at times, sensitive reuse of historic buildings.

Historic Tax Credits – Ad Valorem tax (property tax) exemption is available to City of San Antonio home and commercial property owners who substantially restore or renovate their historic properties. If a commercial property is listed on the National Register of Historic Properties or a contributing structure in a National Register Historic District, commercial property owners may be eligible for a federal income tax credit for completing a restoration or renovation of the historic property.

HOME – Home Investment Partnerships Program. HOME provides formula grants from the U.S. Department of Housing and Urban Development to states and localities that communities use-often in partnership with local nonprofit groups-to fund a wide range of activities that build, buy, and/or rehabilitate affordable housing for rent or homeownership or provide direct rental assistance to low-income people.

Household – (as defined by the Census Bureau) Consists of all the people who occupy a housing unit.

Housing Unit – (as defined by the Census Bureau) A house, an apartment, a mobile home or trailer, a group of rooms, or a single room that is occupied as a separate living quarters, or if vacant, is intended for occupancy as a separate living quarters.

HOV – High occupancy vehicle; typically referring to a transit vehicle, carpool, or vanpool.

Impervious Cover—Roads, parking areas, pools, patios, sheds, driveways, private sidewalks, and other impermeable construction covering the natural land surface; this includes but is not limited to all streets and pavement within a subdivision.

Indicator—A way to measure the impact of local actions to determine the progress of a community plan.

Infill Development – New buildings constructed on vacant lots or open sites in an area that is predominantly developed.

Infrastructure—Facilities and services needed to sustain any type of development—residential, commercial or industrial activities. Includes water and sewer lines, streets, electrical power, fire and police stations.

Kiosk – A small freestanding structure either open or partially closed, where merchandise is displayed, advertised, or sold, or where notices are displayed.

Landscaping Ordinance – Implemented in 1994 and revised in 2001 and 2003, the primary purpose of the City's Landscaping Ordinance is to increase the attractiveness of commercial developments and reduce their negative environmental impact while adding value to the property. See also Tree Preservation Ordinance.

Land Trust – local, regional or statewide nonprofit conservation organizations directly involved in helping protect natural, scenic, recreational, agricultural, historic, or cultural property.

Land Use – The manner in which land is used. For example, low-density residential land uses primarily include single-family houses.

Land Use Plan—A plan that graphically depicts future land uses. A land use plan serves as a guide in the preparation of zoning ordinances and zoning district maps.

Linear Parks— Provides a physical link between two or more areas. Linear park trails can accommodate bicycling, hiking, jogging, and walking. The width of a linear park system is important because the amount of land included in the corridor is intended to reflect a park-like environment.

Livable Wage – An income sufficient to meet a family's basic needs.

Live/Work Units – Living units which also are zoned to allow small businesses to operate from a portion of the structure, generally identified by small retail or service oriented businesses or artist studies.

Local Access Street – A roadway, primarily a residential street, designed to provide direct access to individual homes, shops, abutting land, and similar minor traffic destinations with no provision for through traffic.

Major Thoroughfare Plan– That part of the City's Master Plan designating the location, dimensions, and dedication requirements of expressways, primary arterials and secondary arterials.

Marketing Studies – A detailed study of the potential consumers in a certain area. This type of study helps businesses determine whether or not it would be beneficial to them to locate to, develop in, or service an area.

Mass Transit – The transportation of passengers by surface, overhead, or underground means of transportation, or combination of those means, including motor bus, trolley, coach, rail, and suspended overhead rail transportation.

Master Plan – The City's Master Plan Policies were adopted May 1997. The Master Plan Policies are intended to provide guidance in the evaluation of future decisions on land use, infrastructure improvements, transportation, and other issues, and ordinances that are proposed and considered after the adoption of the Master Plan Policies. It should be consistent with the relevant goals and policies contained in the Plan. The primary objectives of master plans are to coordinate public and private investment; minimize conflict between land uses; influence and manage the development of the community; increase both the benefits and cost effectiveness of public investment; predict infrastructure and service needs in advance of demand; and ensure that community facilities are located to best serve the community.

Mean – The arithmetic average.

Median – 1) A solid yellow or cross hatched pavement marking or a physical barrier such as a long raised island at least 18" in width, which divides any street into two or more roadways. Medians decrease accidents and give pedestrians a safe place to stop as they cross the street. By providing areas for planting street trees and ground cover, medians can make the street more attractive and pleasant. OR 2) The middle point in a mathematical distribution.

Microenterprise – A small business entity, usually employing less than five people.

Mixed Use District – A zoning district that provides residential, retail, service, or office uses in a concentrated environment subject to design standards.

MPO – San Antonio/Bexar County Metropolitan Planning Organization. An agency created by federal law to provide local input for urban transportation planning and allocating federal transportation funds to cities with populations of greater than 50,000.

Municipal Management District – A defined geographic area that established a separate taxing entity to provide funds for improvements within that area. Examples are TIFs (Tax Increment Financing districts) and PIDs (Public Improvement Districts).

NAD – The City of San Antonio Neighborhood Action Department.

NAs – Neighborhood Associations.

Natural Resources – Elements relating to land, water, air, plant and animal life, and the interrelationship of those elements. Natural resource elements include soils, geology, topography, flood plains, vegetation, wildlife, surface and groundwater and aquifers.

Neighborhood Center – The clustering of land uses that support the life and identity of a neighborhood including housing, parks, schools, libraries, fire stations and shopping areas. Ideally, neighborhood centers are designed on a human scale to encourage pedestrian access and use.

Neighborhood Conservation District (NCD) – is an overlay zoning district that includes the application of neighborhood based design standards, individually tailored to address specific redevelopment issues.

Node – A center of activity or development, often located at a major intersection.

Nonconforming Use – Generally, the use of an existing property or structure that does not comply with the use regulations applicable to the zoning district in which the property is located.

Objective – A specific end, condition, or state that is an intermediate step toward attaining a goal. An objective should be achievable and when possible measurable and time specific.

Off-street parking – Publicly or privately owned parking outside the street right-of-way.

Open Space – Land and/or water area with its surface open to the sky or predominantly undeveloped, which is set aside to serve the purposes of providing park and recreation opportunities, conserving valuable resources, and structuring urban development and form.

Outbuilding – a structure, as a barn, separate from the main building.

Overlay Zoning District – a zoning district that contains regulations that are applied in addition to the base zoning requirements. Additional regulations that are commonly used are design standards, that may enhance natural site limitations, or prohibit the use of land as otherwise zoned. An example of an overlay zoning district is a Neighborhood Conservation District.

Paleo-Indian (Paleo-Indian) Period – A period after the Ice Age where human populations increased and expanded into environmentally diverse regions throughout the New World. This Period was followed by the Archaic Period.

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Pedestrian friendly – Describing an environment that is pleasant and inviting for people to experience on foot; specifically, offering sensory appeal, safety, street amenities such as plantings and furniture, good lighting, easy visual and physical access to buildings, and diverse activities.

Pedestrian refuge island – A defined area in the center of the street that protects the pedestrian from moving traffic and provides a safe place to wait as they cross the street. They allow the pedestrian to cross one half of the roadway with a safe place to stop before crossing the second half of the roadway.

Pedestrian scale lighting – Overhead street lighting which is typically over the sidewalk instead of the roadway, and at a lower height than typical street light fixtures; providing illumination for pedestrians instead of motorists.

Planned Unit Development (PUD) - A zoning classification created to accommodate master planned developments that include mixed uses, varied housing types, and/or unconventional subdivision designs. Public access to these areas may be restricted.

Planning Commission—A nine member, at large body established pursuant to the City Charter that acts as an advisory body to the City Council on the City's Master Plan and which approves plats and subdivision variances. Meets the 2nd and 4th Wednesday of each month at 2:00 PM at the Development Business Services Center.

Planning Commission / City Council Recognition – The Planning Commission reviews community plans to ensure the document is inclusive, consistent with city policies and an accurate reflection of the community's values. After Planning Commission recognition, the plan is forwarded to City Council for adoption as a component of the City's Comprehensive Master Plan. An approved plan is used by city departments, boards and commissions as a guide for decision-making.

Planting strip – The street right-of-way area lying between the constructed curb and the sidewalk.

Plat – A complete and exact map representing a tract of land, showing the boundaries and location of individual lots, easements, and streets which has been approved by the Planning Commission and recorded in the Office of the County Clerk.

Public Improvement District (PID) – See **Municipal Management District**.

Replat—See **subdivision**.

Residential Parking Zone – A designated zone in which on-street parking for the general public is restricted. Residents of the area are exempted from the parking restrictions by permit.

Right-of-way – 1) A strip of land platted, dedicated, condemned,, established by prescription, or otherwise legally established for the use of pedestrians, vehicles or utilities; 2) the legal right of one vehicle, bicycle, pedestrian or device to proceed in a lawful manner in preference to another vehicle, bicycle pedestrian or device.

RIO - River Improvement Overlay District. A series of six overlay zoning districts created in 2002 to protect, preserve and enhance the San Antonio River and its improvements by establishing design standards and guidelines for properties located near the River.

Riparian land - Land that is traversed or bounded by a natural watercourse or adjoining tidal lands.

Roof Pitch—The slope of a roof as determined by the vertical rise in inches for every horizontal twelve inch length ("the run"). Pitch is expressed with the rise mentioned first and the run mentioned second. For example, a roof with a four inch rise for every horizontal foot has a 4:12 pitch.

Roundabout – A raised traffic island, usually landscaped, located in the middle of an intersection of arterial streets. Similar to a traffic circle but located in a busier intersection at a larger scale. Traffic circulates counter-clockwise around the island. Cars in the roundabout have the right of way, while cars entering must yield. Traffic slows but does not stop because left turns are not possible.

Sandwich boards – Stand-up A-shaped signs often placed on the sidewalk or street right-of-way to advertise a business or an attraction.

Sanitary Sewer – A piped system which is owned, operated, and maintained by a local municipality or sanitary district, and designated to carry only sewage.

SAWS—San Antonio Water System. A public utility owned by the City of San Antonio. In addition to water and wastewater service, SAWS has a planning role in watershed protection including the enforcement of certain city ordinances related to subdivision development.

School Zone – An established reduced speed area around a school.

Setback – The required or actual placement of a building a specified distance away from a road, property line or other structure.

Shoulder – The paved or unpaved area between the roadway edge and the property line.

Sign Ordinance – Rules and regulations that govern the posting of signs in a city. This includes billboards as well as signs affixed to a structure, window or other structural element.

Single-family detached dwelling – A dwelling that is designed for and occupied by only one family and surrounded by open space or yards and is not attached to any other dwelling.

Smart Growth—A term that describes the efforts of communities across the United States to manage and direct growth in ways that minimize damage to the environment and which build livable towns and cities.

Special districts - a zoning district that addresses unique situations and replaces the standards and requirements of the base zoning district.

Sprawl - Uncontrolled growth, usually of a low density nature, in previously rural areas and located a considerable distance from existing development and infrastructure.

Streets – See expressway, arterial, collector street, local access street and alley.

Street closure – partial – A curb bulb that physically blocks one direction of traffic at an intersection on an otherwise two-way street.

Streetscape – A design term referring to all the elements that constitute the physical makeup of a street and that, as a group, define its character, including building frontage, street paving, street furniture, landscaping, awnings, marquees, signs, and lighting.

Street furniture – Accessories and amenities placed on sidewalks for the convenience and accommodation of pedestrians. These may include such things as benches or other seating, trash receptacles, drinking fountains planter, kiosks, clocks, newspaper dispensers, or telephones.

Streetscape – The visual character of a street as determined by elements such as structures, greenery, drive-ways, open space, view, and other natural and man-made components.

Street tree – A tree planted within the public right-of-way. Street trees can create comfortable, pedestrian-scale spaces, provide shade, reduce heat and absorb pollutants.

Street tree grates – Grates, usually metal and often decorative, that cover street tree pits and allow air and water to reach the soil.

Street tree pits – Cutouts from a sidewalk or paved planting strip, to allow air and water to reach the trees planted in the cutout.

Subdivision—A division of any tract of land into two (2) or more parts for the purpose of layout out lots, streets, alleys, or parks or other portions intended for public use, or the use of purchasers or owners of lots thereon or adjacent thereto. A subdivision includes a replat.

Sustainable development - responsible development that enables a society to meet its needs without depriving future generations

T-intersection – The meeting of two streets, usually perpendicular, where one street does not continue through.

Tax Increment Financing (TIF) – A technique used by local governments, through Chapter 311 of the Texas Tax Code, to capture the future tax benefits of publicly financed improvements to pay the present cost of implementing the improvements. The developer will front related costs to finance public improvements. To repay the developer, the taxing jurisdiction agrees to set aside all tax revenues above the predefined base level (tax increment) generated in that area during the financing period. A TIF project should act as an economic stimulus to the surrounding areas. By leveraging private investment for certain types of development within a targeted area, TIF can be a tool used to assist in financing needed public improvements and enhancing infrastructure.

Townhouse – A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside and each unit is separated from another unit by one or more common fire resistant walls.

Traditional Neighborhood Development (TND) – A type of development that combines a variety of housing types with commercial and civic uses in a compact, walkable neighborhood setting. TNDs feature a highly interconnected street network and setbacks appropriate to create a public realm built on a human scale.

Transfer of Development Rights (TDR) – A market based technique that encourages the voluntary transfer of growth from places where a community would like to see less development (the “sending area”), to places where a community would like to see more development occur (the “receiving area”).

Traffic calming – Of or relating to transportation techniques, programs, or facilities intended to slow the movement of motor vehicles.

Traffic circle – Raised circular islands constructed in the center of an intersection of two local streets that cause motorists to decrease speed in order to maneuver around the circle. Can take the place of a 4-way stop sign. Similar to a roundabout but at a smaller scale.

Transit oriented development (TOD) – Similar to traditional neighborhood development, but typically incorporates higher densities and an orientation to transit and pedestrian travel. Retail services and other uses are clustered in a “town center” and a range of housing densities are offered, providing an alterna-

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tive to typical suburban growth patterns. Usually a 1/4 mile radius around a transit stop and core commercial area that is designed to emphasize a pedestrian-oriented environment where it is convenient for residents and employees to travel by transit, bicycle or foot, as well as by car.

Transit signal queue jump – A traffic lane on a major arterial that allows transit vehicles in the outside lane to continue through to the far side of the intersection, permitting buses to “jump” ahead of the normal flow of traffic.

Tree Preservation Ordinance – Implemented in 1997 and revised in 2003, the primary purpose of the City’s Tree Preservation Ordinance is to create commercial land uses that not only are attractive but add value to the property. Landscaping includes preservation of existing trees, understory plants, and natural areas in addition to installing new trees and plants.

Tributary – a smaller body of water such as a stream flowing into a larger body of water, such as a river.

Two-way left turn lane – A lane in the center of the street that can be used by left-turning vehicles traveling in either direction.

TxDOT – Texas Department of Transportation. Formerly known as the Highway Department.

Uncontrolled intersection – An intersection where the right-of-way is not controlled by a stop sign, yield sign, or traffic signal.

Unified Development Code (UDC)—A chapter of the Municipal Code of Ordinances that establishes standards and procedures for new development in the City and its extraterritorial jurisdiction.

Urban Design – A process to creatively shape the City’s physical form, image or identity that incorporates broad community and professional involvement to visually improve the character of the City at a scale and level ranging from streetscapes, to individual buildings, to neighborhoods and to the City as a whole.

Use – The purpose for which land or structures thereon is designated, arranged, or intended to be occupied or used, or for which it is occupied, maintained, rented or leased.

VIA—VIA Metropolitan Transit. Public transit operator for San Antonio and Bexar County.

Viewshed – Any area of open sky or view behind: 1) the major entrance to a designated historic landmark, building, object, site or structure; 2) the primary access point or points to a designated historic district; 3) the primary access to a major tourist attraction or amusement park; or 4) the primary view

or access point to the San Antonio Riverwalk, a city lake or amusement park that has been defined as a viewshed in the Unified Development Code. An overlay zoning district may be established for viewshed protection.

Xeriscape – The practice of conserving water and energy through creative landscaping, limiting lawn areas, irrigating efficiently, improving soils, using mulches, choosing low water use plants and other sound maintenance techniques.

Zero Lot Line—The location of a building on a lot in such a manner that one (1) or more of the sides of the building lies directly on or immediately adjacent to the lot line.

Zoning—Regulates building size, bulk, density and the way land is used through the establishment of zoning districts.

Zoning Commission—an eleven member body appointed by City Council district which is advisory to the City Council on zoning district boundaries and the regulations to enforce zoning. Meets the 1st and 3rd Tuesday of each month at 1:00 PM at the Development Business Services Center.

Zoning Districts—Zoning districts are established to promote compatible patterns of land use. Distinct zoning districts exist for residential, office, commercial and industrial uses. Furthermore, specific use restrictions, site development regulations or performance standards may apply to zoning districts combined with special overlay zoning districts.

Zoning Map—The zoning map shows the locations of adopted zoning districts.

Zoning Text—The zoning text establishes zoning districts and sets forth regulations governing land use and development. The Unified Development Code contains the City’s zoning text.